

# CITY OF LOS ANGELES

CALIFORNIA

THOMAS K. CONNER  
GENERAL MANAGER



RICHARD J. RIORDAN  
MAYOR

DEPARTMENT OF  
TRANSPORTATION

221 N. FIGUEROA STREET, SUITE 500  
LOS ANGELES, CA 90012  
(213) 580-1189  
FAX: (213) 580-1188

May 29, 1998

Mr. George Rhyner, P.E.  
Crain & Associates  
2007 Sawtelle Boulevard, Suite 4  
Los Angeles, CA 90025

**Subject: HARBOR GATEWAY CENTER PROJECT (BOEING SITE)  
BD-600278**

The LADOT Signal Design Section has reviewed the traffic signal plans for the above project. Our key comments for this review are as follows:

190<sup>th</sup> St. & Harborsgate Way

- Install Protected -permissive left turn phasing for westbound 190<sup>th</sup> Street instead of protected-only.

190<sup>th</sup> St. & San Diego Fwy S/B Off-ramp (w/o Normandie Ave.)

- Advance system loops are not required for this intersection. Please remove the proposed system loops as indicated on the attached checkprint.
- A Right-of-Entry letter of authorization is required prior to the acceptance of the mylars, as indicated on the attached checkprint.

190<sup>th</sup> St. & Normandie Ave.

- Advance system loops are not required for 190<sup>th</sup> Street at this intersection. Disconnect and abandon existing system loops on 190<sup>th</sup> Street. Renumber existing advance system loops on Normandie Avenue as indicated on checkprint..
- Install a 45' mastarm instead of a 40' mastarm on the proposed 40' davit pole (w/ 26-3-70 foundation) at location 3. The 45' mastarm will provide better alignment with the westbound left turn lane. The pole type that you have proposed can accommodate the 45' mastarm.

190<sup>th</sup> St. & San Diego Fwy S/B Off-ramp (w/o Vermont Ave.)- 1<sup>st</sup> SUBMITTAL

- This intersection is currently maintained by the State of California (Caltrans). LADOT does not require Advance loops for 190<sup>th</sup> Street. Disconnect and Abandon existing loops on 190<sup>th</sup> Street. Caltrans approval will be required prior to final acceptance of the signal plan.



190<sup>th</sup> St. & Vermont Ave. (1<sup>st</sup> SUBMITTAL)

- Advance system loops are not required for 190<sup>th</sup> Street at this intersection. Disconnect and abandon existing system loops on 190<sup>th</sup> Street.
- The proposed striping at this intersection will require a longer mastarm at the northwest corner, for westbound traffic. Install a type 26-3-70 pole with a 30 foot mastarm as indicated on the checkprint. Traffic signal equipment for this modification will be provided by LADOT. Please coordinate this request with the Bureau of Street Lighting.

190<sup>th</sup> St. & Harbor Fwy S/B Off-ramp

- Advance system loops are not required for 190<sup>th</sup> Street at this intersection. Disconnect and abandon existing advance loops on 190<sup>th</sup> Street.
- The proposed striping at this intersection will require the use of a shorter mastarm (15') on the south side of 190<sup>th</sup> Street, for eastbound traffic. Also, additional signal equipment will be required to satisfy MUTCD visibility requirements for the southbound off ramp. See attached checkprint for details. Traffic signal equipment for this modification will be provided by LADOT.

190<sup>th</sup> St. & Harbor Fwy N/B On-ramp

- Advance system loops are not required for 190<sup>th</sup> Street at this intersection. Please remove the proposed system loops as indicated on the attached checkprint.
- Show location of wrought iron fence at the driveway entrance on the south side of 190<sup>th</sup> Street. Each of the proposed detector loops should be a minimum of 3' from the fence, as indicated on the attached checkprint.

190<sup>th</sup> St. w/o Harbor Fwy. N/B On-ramp (1<sup>st</sup> SUBMITTAL)

- Incorporate Geometric Design's comments into the overhead sign design.

Our other comments are on the attached checkprints. Please refer to the Geometric Design checkprints for any striping changes. Revise and resubmit the plans for review. If you have any questions please call Pastor Casanova of my staff at (213) 580-5301.

Sincerely,



for: Ken Firoozmand, P.E.  
Transportation Engineer  
Signal Design Section

boeing3

c: Patrick D. Crask, McDonnell Douglas Realty Co.  
Tait & Associates